

APPENDIX A  
ENVIRONMENTAL COORDINATION CORRESPONDENCE

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**FLAGSTAFF PULLIAM AIRPORT  
AGENCY COORDINATION LIST**

**FEDERAL**

**REPLY ON PAGE**

U.S. Department of the Army  
Corps of Engineers  
Mr. Robert S. Joe, Chief Planning Division  
P.O. Box 2711  
Los Angeles, CA 90053-3325  
(213) 894-7692

Telecon: No Comment

U.S. Department of Interior  
National Park Service  
Mr. Robert C. Cunningham  
202 E. Earl, #115  
Phoenix, AZ 85012  
(602) 241-5252

A-3

U.S. Department of Interior  
Fish and Wildlife Service  
Division of Ecological Services  
Mr. Sam F. Spiller  
3616 West Thomas Road, Suite 6  
Phoenix, AZ 85019  
(602) 361-4720

A-6

U.S. Department of Agriculture  
Soil Conservationist Service  
Mr. Donald A. Gohmert  
201 E. Indianola, Suite 200  
Phoenix, AZ 85012  
(602) 241-2247

A-5

U.S. Department of Interior  
Bureau of Land Management  
District Office  
Mr. Keith Pearson  
P.O. Box 16563  
Phoenix, AZ 85011  
(602) 241-5509

Telecon: No Comment

REPLY ON PAGE

U.S. Department of Interior  
Bureau of Reclamation  
Mr. Bruce Ellis  
P.O. Box 9980  
Phoenix, AZ 85068  
(602) 870-6760

No Reply

STATE

Arizona Department of Environmental Quality  
Mr. Joe Gibbs  
Office of Air Quality  
2005 North Central  
Phoenix, AZ 85004  
(602) 257-2297

A-10

Arizona State Land Department  
Mr. M.J. Hassell  
1616 West Adams Street  
Phoenix, AZ 85007  
(602) 542-4621

A-8

Arizona State Parks Department  
Dr. Shereen Lerner  
State Historical Preservation Officer  
800 West Washington, Suite 415  
Phoenix, AZ 85007

A-9

Arizona Department of Water Resources  
Mr. William Plummer  
15 South 15th Avenue  
Phoenix, AZ 85007  
(602) 542-1540

Telecon:  
Forwarded appropriate  
Compliance Regulations

Arizona Game and Fish Department  
Planning and Evaluation Branch  
Mr. Robert Weaver  
2222 W. Greenway  
Phoenix, AZ 85023  
(602) 942-3000

Telecon: No Comment

ARCHAEOLOGICAL SUMMARY REPORT

A-13 thru A-15



# United States Department of the Interior

## NATIONAL PARK SERVICE

Southern Arizona Group  
202 E. Earll Drive Suite 115  
Phoenix, Arizona 85012-2623

IN REPLY REFER TO:

L7621

September 4, 1990

Ray Boucher, Senior Planner  
Coffman Associates  
11022 N. 28th Drive, Ste 240  
Phoenix, Arizona 85029

Dear Mr. Boucher:

Thank you for your letter of August 24. We appreciate the opportunity to comment on the proposed expansion of the Flagstaff Pulliam Airport.

Obviously, the treatment of any cultural resources encountered during construction should comply with existing State and Federal historical preservation legislation. The Museum of Northern Arizona and/or Northern Arizona University may be the local institutions to offer expertise on mitigation of any impacts.

We are aware that in the past there have been collisions and near misses between large animals and aircraft. Expansion plans should address barriers that will effectively prevent animal trespass and the potential for property damage and personal injury.

There are a number of positive impacts regarding employment, tourism and modernization of the airport facilities, however, there may be some intrusion impacts that will occur to portions of Flagstaff and the community of Kachina Village that lie in the arrival/departure flight paths. This is an important consideration, particularly if the expansion results in an increase in the number of flights and sizes of aircraft.

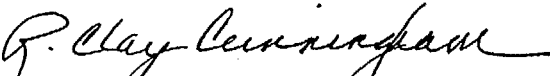
Such increases could indirectly impact the traffic volume at Grand Canyon Airport, and that possibility should also be considered.

An increase in air travel to Flagstaff would undoubtedly create increased visitation at the National Park System units in the Flagstaff area. Increased visitor impacts to those areas might be something you wish to discuss in the Master Plan, both in terms of tourism dollars and pressure on cultural and natural resources.

We do not feel the expansion will negatively affect nearby National Park System areas unless scheduled flight paths of increased air traffic are consistently directed over those areas.

If we may be of any further assistance, please contact us.

Sincerely,



R. Clay Cunningham  
General Superintendent

cc:

Superintendents, Grand Canyon NP, Walnut Canyon NM, Wupatki/  
Sunset Crater NMs



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

201 East Indianola Avenue  
Suite 200  
Phoenix, Arizona 85012

September 7, 1990

Mr. Ray Boucher  
Senior Planner  
Coffman Associates  
11022 N. 28th Drive, Suite 240  
Phoenix, Arizona 85029

Dear Mr. Boucher:

The Soil Conservation Service has no comment on the Master Plan Update for  
the Flagstaff Pulliam Airport.

Sincerely,

DONALD W. GOHMERT  
State Conservationist





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES  
3616 W. Thomas, Suite 6  
Phoenix, Arizona 85019

2-21-90-I-267

September 12, 1990

Ray Boucher  
Senior Planner  
Coffman Associates/Airport Consultants  
11022 N. 28th Drive  
Suite 240  
Phoenix, Arizona 85029

Dear Mr. Boucher:

The U.S. Fish and Wildlife Service (FWS) has received your letter dated August 24, 1990, and offers the following comments on the proposed Flagstaff Pulliam Airport Expansion in Flagstaff, Arizona.

The FWS recognizes the potential existence of the federally listed Endangered American Peregrine falcon (Falco peregrinus anatum) and a candidate category one species, Arizona leather flower (Clematis hirsutissima var. arizonica). Federal candidate category one species are taxa for which the FWS has sufficient information on vulnerability and threats to support the proposing to list them as threatened or endangered.

We believe it would be in your best interest to conduct a survey for sign or presence for the forementioned species. This office would appreciate a copy of your survey results.

In addition, the FWS has determined there are no wetlands in project area but we encourage you to contact the U. S. Army Corps of Engineers pursuant to a Section 404 permit if the project involves the potential for discharge of fill into Waters of the United States.

The Service appreciates the opportunity to review and comment on this project. If you have any questions concerning this review, please contact Jeff Krausmann or Sam F. Spiller, Field Supervisor (Telephone: 602/379-4720).

Sincerely,

*Lesley A. Fitzpatrick*

Lesley A. Fitzpatrick  
Acting Field Supervisor

cc: Regional Director, Fish and Wildlife Service,  
Albuquerque, New Mexico (FWE/HC)  
Director, Arizona Game and Fish Department, Phoenix,  
Arizona (Attn: Dave Walker)  
Regional Supervisor, Arizona Game and Fish Department,  
Flagstaff, Arizona





ROSE MCLELLAN  
GOVERNOR

Arizona  
State Land Department

1616 WEST ADAMS  
PHOENIX, ARIZONA 85007



M J HASSELL  
STATE LAND COMMISSIONER

September 21, 1990

Ray Boucher  
Coffman Associates  
11022 North 28th Drive, Suite 240  
Phoenix, AZ 85029

RE: PULLIAM AIRPORT MASTER PLAN AIRPORT

Dear Mr. Boucher:

Pursuant to our telephone conversation regarding the Master Plan update for Flagstaff Pulliam Airport, the following comments are for your consideration:

- The Department is not aware of any known environmental issues specific to this area.
- Several environmental regulations may come into play depending on the types of chemicals/fuels the airport handles (RCRA and Title 3 of SARA, etc.).
- The extension of runway 03-21 should not impose further impacts to State lands in Section 18, Township 20 North, Range 7 East.

As discussed, please forward a copy of the present noise contour map and the draft contour map which is anticipated for the airport expansion. A copy of the draft Master Plan update would also be appreciated.

If you have any questions, please do not hesitate to telephone Greg Novak at 542-3671.

Sincerely,

Gregory Novak, Project Manager  
Urban Planning Division

GN/ddc

Sincerely,

Bill O'Sullivan, Acting  
Director, Environmental  
Resource & Trespass Div.

c: Nicki Hansen, Director, Urban Planning Division

September 25, 1990

Ray Boucher  
Senior Planner  
Coffman Associates  
11022 N. 28th Drive, Suite 240  
Phoenix, AZ 85029

RE: Flagstaff, Pulliam Airport Improvements, FAA

Dear Mr. Boucher:

Thank you for notifying us about the above project and requesting our views about potential impacts to significant cultural resources as a result of the proposed land acquisition and improvements to the Pulliam Airport. I have reviewed the documentation that you submitted and have the following comments pursuant to 36 CFR Part 800:

1. You state that an Environmental Assessment (EA) was conducted in 1984 and no significant impacts were recorded. I am not sure if an archaeological survey was done as part of this EA. If it was, would you be kind enough to send us a copy of the survey report.
2. If there has been no archaeological survey of the project areas, it is my recommendation that the areas be surveyed by a qualified archaeologist to locate and evaluate any existing cultural remains. When the report is completed, it should be sent to our office for review and comment.

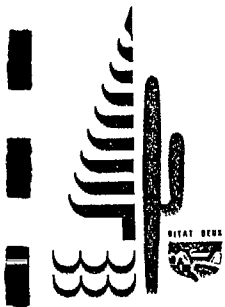
We appreciate your continued cooperation with this office in assisting the Federal Aviation Administration in attempting to meet its historic preservation requirements. If you have any questions, please contact me.

Sincerely,



Robert E. Gasser  
Compliance Coordinator

for Shereen Lerner, Ph.D.  
State Historic Preservation Officer



## ARIZONA STATE PARKS

800 W. WASHINGTON  
SUITE 415  
PHOENIX, ARIZONA 85007  
TELEPHONE 602-542-4174

ROSE MOFFORD  
GOVERNOR

### STATE PARKS BOARD MEMBERS

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DEPUTY DIRECTOR



## ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

ROSE MOFFORD, GOVERNOR  
RANDOLPH WOOD, DIRECTOR

October 22, 1990

Mr. Ray Boucher  
Senior Planner  
Coffman Associates  
11022 N. 28th Drive, Suite 240  
Phoenix, Arizona 85029

Dear Mr. Boucher:

This letter is in response to your August 24, 1990 request for an air quality impact review, of the following project:

### Master Plan Update for Flagstaff Pulliam Airport

The planned project is located in an area with medium probability of violating national ambient air quality standards for particulates. However, this area is currently meeting all federal health standards for air pollution levels, including particulates.

We have reviewed the submitted proposal and no adverse air quality impact is anticipated as a result of the project. However, during construction, we would request that steps are taken to minimize the amount of particulate matter (dust) generated, including incidental emissions caused by strong winds, as well as tracking of dirt off the construction site by machinery and trucks. Applicable state regulations are contained in A.A.C. R18-2-404. We recommend that the following preventive and mitigative measures are taken to minimize the possible particulate pollution problem:

#### I. Site Preparation

- A. Minimize land disturbance;
- B. Use watering trucks to minimize dust;
- C. Cover trucks when hauling dirt;
- D. Stabilize the surface of dirt piles if not removed immediately;
- E. Use windbreaks to prevent any accidental dust pollution;
- F. Limit vehicular paths and stabilize these temporary roads; and
- G. Grade to prevent soil from washing onto paved roadways.

Mr. Ray Boucher  
October 22, 1990  
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## II. Construction

- A. Cover trucks when transferring materials;
- B. Use dust suppressants on traveled paths which are not paved;
- C. Minimize unnecessary vehicular and machinery activities; and
- D. Minimize dirt track-out by washing or cleaning trucks before leaving the construction site (alternative to this strategy is to pave a few hundred feet of the exit road, just before entering the public road).

## III. Post Construction

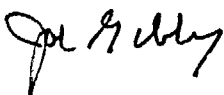
- A. Revegetate any disturbed land not used;
- B. Remove unused material;
- C. Remove dirt piles; and
- D. Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities.

Other applicable state rules are contained in A.A.C. R18-2-405, R18-2-406, and R18-2-407. Enclosed please find a copy of these rules.

In addition, please be aware that portable sources of air pollution such as rock, sand, gravel, and asphaltic concrete plants are required to receive Installation and Operating permits from the Office of Air Quality in order to operate in the State.

Thank you for the opportunity to comment. Should you have any further questions, please contact this office at 257-6965.

Sincerely,



Joe Gibbs  
Office of Air Quality

JG/sds

Enclosure

and development concerning the effects of forest burn programs on air quality. Such report shall include, where applicable, innovations in the management of prescribed burning using meteorological data, as well as special burning methods, or innovative equipment. Alternatives to burning shall also be considered. Research as to cost effectiveness of the various methods should also be included.

#### Historical Note

Former Section R9-3-403 repealed, new Section R9-3-403 adopted eff. May 14, 1979 (Supp. 79-1). Former Section R9-3-403 renumbered without change as Section R18-2-403 (Supp. 87-3).

#### R18-2-404. Open areas, dry washes or riverbeds

A. No person shall cause, suffer, allow, or permit a building or its appurtenances, or a building or subdivision site, or a driveway, or a parking area, or a vacant lot or sales lot, or an urban or suburban open area to be constructed, used, altered, repaired, demolished, cleared, or leveled, or the earth to be moved or excavated, without taking reasonable precautions to limit excessive amounts of particulate matter from becoming airborne. Dust and other types of air contaminants shall be kept to a minimum by good modern practices such as using an approved dust suppressant or adhesive soil stabilizer, paving, covering, landscaping, continuous wetting, detouring, barring access, or other acceptable means.

B. No person shall cause, suffer, allow, or permit a vacant lot, or an urban or suburban open area, to be driven over or used by motor vehicles, trucks, cars, cycles, bikes, or buggies, or by animals such as horses, without taking reasonable precautions to limit excessive amounts of particulates from becoming airborne. Dust shall be kept to a minimum by using an approved dust suppressant, or adhesive soil stabilizer, or by paving, or by barring access to the property, or by other acceptable means.

C. No person shall operate a motor vehicle for recreational purposes in a dry wash, riverbed or open area in such a way as to cause or contribute to visible dust emissions which then cross property lines into a residential, recreational, institutional educational, retail sales, hotel or business premises. For purposes of this Subsection "motor vehicles" shall include, but not be limited to trucks, cars, cycles, bikes, buggies and three-wheelers. Any person who violates the provisions of this Subsection shall be subject to prosecution under A.R.S. § 36-1720.

#### Historical Note

Former Section R9-3-404 repealed, new Section R9-3-404 adopted eff. May 14, 1979 (Supp. 79-1). Amended by adding Subsection C. eff. Sept. 22, 1983 (Supp. 83-5). Former Section R9-3-404 renumbered without change as Section R18-2-404 (Supp. 87-3).

#### R18-2-405. Roadways and streets

A. No person shall cause, suffer, allow or permit the use, repair, construction or reconstruction of a roadway or alley without taking reasonable precautions to prevent excessive amounts of particulate matter from becoming airborne. Dust and other particulates shall be kept to a minimum by employing temporary paving, dust suppressants, wetting down detouring or by other reasonable means.

B. No person shall cause, suffer, allow or permit transportation of materials likely to give rise to airborne dust without taking reasonable precautions, such as wetting, applying dust suppressants, or covering the load, to prevent particulate matter from becoming airborne. Earth or other material that is deposited by trucking or earth moving equipment shall be removed from paved streets by the person responsible for such deposits.

#### Historical Note

Former R9-3-405, Other industries, renumbered R9-3-406, new Section adopted eff. Sept. 17, 1975 (Supp. 75-1). Former Section R9-3-405 repealed, new Section R9-3-405 adopted eff. May 14, 1979 (Supp. 79-1). Amended eff. Oct. 2, 1979 (Supp. 79-5). Former Section R9-3-405 renumbered without change as Section R18-2-405 (Supp. 87-3).

#### R18-2-406. Material handling

No person shall cause, suffer, allow or permit crushing, screening, handling, transporting or conveying of materials or other operations likely to result in significant amounts of airborne dust without taking reasonable precautions, such as the use of spray bars, wetting agents, dust suppressants, covering the load, and hoods to prevent excessive amounts of particulate matter from becoming airborne.

#### Historical Note

Former Section R9-3-405, renumbered eff. Sept. 17, 1975 (Supp. 75-1). Former Section R9-3-406 repealed, new Section R9-3-406 adopted eff. May 14, 1979 (Supp. 79-1). Former Section R9-3-406 renumbered without change as Section R18-2-406 (Supp. 87-3).

#### R18-2-407. Storage piles

A. No person shall cause, suffer, allow, or permit organic or inorganic dust producing material to be stacked, piled, or otherwise stored without taking reasonable precautions such as chemical stabilization, wetting, or covering to prevent excessive amounts of particulate matter from becoming airborne.

B. Stacking and reclaiming machinery utilized at storage piles shall be operated at all times with a minimum fall of material and in such manner, or with the use of spray bars and wetting agents, as to prevent excessive amounts of particulate matter from becoming airborne.

#### Historical Note

Adopted eff. May 14, 1979 (Supp. 79-1). Former Section R9-3-407 renumbered without change as Section R18-2-407 (Supp. 87-3).

**SUMMARY REPORT FOR FLAGSTAFF - PULLIAM AIRPORT EIS, NOVEMBER 1975**

**PREPARED BY: GERALD MEEKS ETCHIESON,  
ARCHAEOLOGICAL ASSISTANT, MUSEUM OF NORTHERN ARIZONA**

**SUBMITTED BY: ALEXANDER J. LINDSAY, JR.  
COORDINATOR OF ARCHAEOLOGICAL RESEARCH, MUSEUM OF NORTHERN ARIZONA**

ABSTRACT: The Museum of Northern Arizona, at the request of Mr. Ronald Ahlfeldt, R. Dixon Speas Associated, Inc. conducted archaeological investigations of the proposed expansion area of Pulliam Airport. The investigations were for the Flagstaff-Pulliam Airport EIS. During the survey, only one site was located within the proposed construction area.

## INTRODUCTION

The Museum of Northern Arizona has conducted archaeological investigations of 247.5 acres of Coconino National Forest, Flagstaff District lands which would be acquired by the City of Flagstaff for the expansion of Pulliam Airport. The location of the survey is east of the present airport in T20N, R7E, Secs. 3, 4, 8, T21N, R7E, Sec. 34. The survey was conducted under a permit in force from the United States Department of Agriculture, Forest Service.

## ARCHAEOLOGICAL SURVEY

The archaeological survey was conducted of 247.5 acres of Coconino National Forest lands which are to be acquired by the City of Flagstaff in order to expand the facilities at Pulliam Airport. The survey was conducted by Museum personnel walking closely spaced transects across the area to be affected. The transects were spaced 30 feet apart and closer depending on the amount of ground surface visible. Most of the project area has a heavy cover of pine needles and grass. Those areas with this dense cover were closely inspected for features which would protrude through the ground cover; the areas without the heavy cover were closely inspected for sherd and lithic scatters.

One archaeological site has been located in the project area. The site is defined as a lithic scatter quarry site. It consists of a light scattering of chipped stone debitage, and chert nodules. The evidence suggests that the site was used as a quarry site where the prehistoric inhabitants of the area gathered chert to be used as a tool source material. There is little evidence that suggests that the tools were manufactured here, but rather the tool source material was probably taken away before being worked into tools.

Other sites may be located in the project area which are now obscured by the ground cover.

The site is significant in that it may aid in the interpretation and understanding of prehistoric quarrying activities in the Flagstaff area. Most stone used in manufacture of stone tools was obtained through some sort of quarrying activity. Even though several quarry sites are known in Northern Arizona, very little is actually known about the quarrying activities of the prehistoric inhabitants. If the construction of the proposed airport expansion continues as planned, mitigation must be provided for this site and any others located.

## SITE DESCRIPTIONS

### NA14.155 - Arizona I:14:106 (MNA)

Location: Site NA14,166 is located in the Coconino National Forest, Flagstaff District, T20N, R7E, Section 8. This site is located within the project area but is not impacted by either construction or grading activity.

Description: NA14,166 is a small light lithic scatter quarry site measuring approximately 50 by 75 feet in size. The site probably represents a quarry site in which the prehistoric inhabitants gathered chert for use as a tool source. Little actual tool-making seems to have taken place at this site. Artifacts include two projectile point fragments and a few worked flakes. The projectile point fragments are of a different material and do not represent part of the quarrying activity at the site.

Significance: This site could provide information about prehistoric quarrying activities in Northern Arizona as little is now known.

### NA14,167 - Arizona I:14:107 (MNA)

Location: Site NA14,167 is located in the Coconino National Forest, Flagstaff District T20N, R7E, Section 8. The site is located outside and adjacent to the project area.

Description: The site is similar to NA14,166. It is approximately 100 by 75 feet in size. There is an abundance of chert and chert nodules. Little chipping debris was found, probably indicating that little tool manufacture took place here. This site probably represents a quarry site for chert for use as a tools material source.

Significance: This site could provide information about prehistoric quarry activities and methods of prehistoric inhabitants of Northern Arizona. Several quarry sites are known, but little is known of prehistoric quarrying activities.